

GUIDELINES FOR THE TRANSPORT
OF ANIMALS BY SEA

Preamble: These guidelines apply to the following live domesticated animals: cattle, buffalo, deer, camelids, sheep, goats, pigs and equines. They may also be applicable to other domesticated animals.

Article 1

The amount of time animals spend on a journey should be kept to the minimum.

Article 3.7.2.1. bis

Responsibilities

Once the decision to transport the animals by sea has been made, the welfare of the animals during their journey ~~transport~~ is the paramount consideration and is the joint responsibility of all people involved. These guidelines may also be applied to the transport of animals by water within a country.

The management of animals at post-discharge facilities is outside the scope of this Appendix.

The roles of each of those responsible are defined below:

1. Exporters, owners of animals and managers of facilities are jointly responsible for the general health of the animals and their fitness for the journey, and for their overall welfare during the journey, regardless of whether duties are subcontracted to other parties during transport.
2. The exporter has overall responsibility for the organisation, carrying out and completion of the journey, regardless of whether duties are subcontracted to other parties during transport. The exporter is also responsible for ensuring that equipment and medication are provided as appropriate for the species and journey, and for the presence during the journey of at least one *animal handler*¹ competent for the species being transported. The exporter is also responsible for ensuring compliance of the animals with any required veterinary certification and, in the case of animals for export, any other requirements of the *importing* and *exporting countries*.
3. Business or buying/selling agents have a joint responsibility with owners for the selection of animals that are fit to travel. They have a joint responsibility with masters of vessels and managers of facilities at the start and at the end of the journey for the availability of suitable facilities for the assembly, loading, transport, unloading and holding of animals, and for emergencies.

¹ ~~An *animal handler* is a person with a knowledge of the behaviour and needs of animals which, with appropriate experience and a professional and positive response to an animal's needs, results in effective management and good welfare; their competence should be demonstrated through independent assessment and certification.~~

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4. Animal handlers are responsible for the humane handling and care of animals, especially during loading and unloading. To carry out these responsibilities, they should have the authority to take prompt action.
5. The exporter, the shipping company and the master of the vessel are jointly responsible for planning the journey to ensure the care of the animals, including:
 - a) choosing appropriate vessels and ensuring that ~~competent~~ *animal handlers* are available to care for loading and caring for the animals throughout the journey;
 - b) developing and keeping up to date contingency plans to address emergencies (including adverse weather conditions) and minimise stress during transport;
 - c) correct loading of the ship, regular inspections during the journey and for appropriate responses to problems arising;
 - d) disposal of carcasses according to international law.
6. To carry out these responsibilities, the people involved should be competent regarding transport regulations, equipment usage, and the humane handling and ~~the~~ care of animals.
7. Managers of facilities during loading of the animals are responsible for:
 - a) providing suitable premises for loading the animals;
 - b) providing ~~competent~~ *animal handlers* to load the animals ~~in a manner that causes~~ with minimum stress and injury;
 - c) providing appropriate facilities for emergencies;
 - d) providing facilities and veterinarians or ~~competent~~ *animal handlers* capable of killing animals humanely when required.
8. Managers of facilities at the end of the journey are responsible for:
 - a) providing suitable facilities for unloading the animals onto transport vehicles for immediate movement or securely holding the animals in lairage, with shelter, water and feed, when required, for transit;
 - b) providing ~~competent~~ *animal handlers* to unload the animals with minimum stress and injury;
 - c) minimising the opportunities for disease transmission while the animals are in the facilities;
 - d) providing appropriate facilities for emergencies;
 - e) providing facilities and veterinarians or ~~competent~~ *animal handlers* capable of killing animals humanely when required.

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9. The responsibilities of the *Competent Authority* of the *exporting country* include:
 - a) establishing minimum standards for animal welfare, including requirements for inspection of animals before and during their travel, and for certification and record keeping;
 - b) approving facilities, containers, vehicles/vessels for the holding and transport of animals;
 - c) setting competence standards for *animal handlers* and managers;
 - d) ensuring that the vessel transporting animals meets the required standards, including those of the *importing country*;
 - e) implementation of the standards, including through accreditation of / interaction with other organisations and Competent Authorities;
 - f) monitoring and evaluating health and welfare performance, including the use of any veterinary medications.
10. The responsibilities of the *Competent Authority* of the *importing country* include:
 - a) establishing minimum standards for animal welfare, including requirements for inspection of animals after their travel, and for certification and record keeping;
 - b) approving facilities, containers and vehicles for the unloading, holding and transport of animals;
 - c) setting competence standards for *animal handlers* and managers;
 - d) implementation of the standards, including through accreditation of / interaction with other organisations and Competent Authorities;
 - e) ensuring that the *exporting country* is aware of the required standards for the vessel transporting the animals;
 - f) monitoring and evaluating health and welfare performance, including the use of any veterinary medications.
11. When travelling on vessels with the animals, veterinarians are responsible for the humane handling and treatment of the animals during the journey. To carry out these responsibilities, they should have the authority to act and report independently. The veterinarian should meet with the Master, Chief Officer and the senior *animal handler* on a daily basis.
12. The receiving *Competent Authority* should report back to the sending *Competent Authority* on significant animal welfare problems which occurred during the journey.

Article 3.7.2.2.

Competence

1. All people ~~handling animals or who are otherwise~~ responsible for animals during *journeys*, should be competent according to their responsibilities listed in Article 3.7.2.1. Competence in areas

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other than animal welfare would need to be addressed separately. Competence may be gained through formal training and/or practical experience.

2. ~~This~~ The competence of animal handlers should be demonstrated through a current certificate from an independent body accredited by a *Competent Authority*. The certificate should be in one of the OIE official languages if the international transport of animals is involved.
3. The assessment of competence ~~for~~ of animal handlers should at a minimum address knowledge, and ability to apply that knowledge, in the following areas:
 - a) responsibilities for animals during the journey;
 - b) sources of advice and assistance;
 - c) animal behaviour, general signs of disease, and indicators of poor animal welfare such as stress, pain and fatigue, and their alleviation;
 - d) assessment of fitness to travel;
 - e) relevant authorities and applicable transport regulations, and associated documentation requirements;
 - f) general disease prevention procedures, including cleaning and disinfection;
 - g) appropriate methods of animal handling during transport and associated activities such as assembling, loading, and unloading;
 - h) methods of inspecting animals, managing situations frequently encountered during transport such as adverse weather conditions, and dealing with emergencies;
 - i) species-specific aspects and age-specific aspects of animal handling and care, including feeding, watering and inspection;
 - j) ~~appropriate record keeping and~~ maintaining a journey log and other records.
4. Assessment of competence for exporters should at a minimum address knowledge, and ability to apply that knowledge, in the following areas:
 - a) planning a journey, including appropriate space allowances, and feed, water and ventilation requirements;
 - b) relevant authorities and applicable transport regulations, and associated documentation requirements;
 - c) appropriate methods of animal handling during transport and associated activities such as cleaning and *disinfection*, assembling, loading, and unloading;
 - d) species-specific aspects of animal handling and care, including appropriate equipment and medication;
 - e) sources of advice and assistance;
 - f) appropriate record keeping ~~and journey log~~;

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- g) managing situations frequently encountered during transport, such as adverse weather conditions, and dealing with emergencies.

Article 3.7.2.3.

Planning the journey

1. General considerations

- a) Adequate planning is a key factor affecting the welfare of animals during a journey.
- b) Before the journey starts, plans should be made in relation to:
 - i) preparation of animals for the journey;
 - ii) type of transport vessel required;
 - iii) route, taking into account distance, expected weather and sea conditions;
 - iv) nature and duration of journey;
 - v) daily care and management of the animals by providing the appropriate number of animal handlers;
 - vi) avoiding the mixing of animals from different sources in a single pen group;
 - vii) provision of appropriate equipment and medication for the numbers and species carried;
 - viii) emergency response procedures.

2. Preparation of animals for the journey

- a) When animals are to be provided with a novel diet e.g. for dry food, and or unfamiliar methods of supplying of feed and or water, they should be preconditioned may be required.
- b) There should be planning for water and feed availability during the journey. Feed should be of appropriate quality and composition for the species, age, condition of the animals, etc.
- c) Extreme weather conditions are hazards for animals undergoing transport and require appropriate vessel design to minimise risks. Special precautions should be taken for animals that have not been acclimatised or which are unsuited to either hot or cold conditions. In some extreme conditions of heat or cold, animals should not be transported at all.
- d) Animals more accustomed to contact with humans and with being handled are likely to be less fearful of being loaded and transported. Animals should be handled and loaded in a manner that reduces their fearfulness and improves their approachability.
- e) Behaviour-modifying or other medication should not be used routinely during transport. Such medicines should only be administered when a problem exists in an individual animal, and should be administered by a veterinarian or other person who has been instructed in their use by a veterinarian. Treated animals should be placed in a dedicated area.

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d) ~~Where there is a potential for spread of infectious disease, and when requested by the Veterinary Authority of the importing country, animals should be vaccinated against diseases to which they are likely to be exposed at their destination.~~

h) ~~There should be an emergency management plan that identifies the important adverse events that may be encountered during the journey, the procedures for managing each event and the action to be taken in an emergency. For each important event, the plan should document the actions to be undertaken and the responsibilities of all parties involved, including communications and record keeping.~~

3. Control of disease

As animal transport is often a significant factor in the spread of infectious diseases, journey planning should take into account the following:

a) when possible and agreed by the Veterinary Authority of the importing country, animals should be vaccinated against diseases to which they are likely to be exposed at their destination;

b) medications used prophylactically or therapeutically should only be administered by a veterinarian or other person who has been instructed in their use by a veterinarian;

c) mixing of animals from different sources in a single consignment should be minimized.

4. Vessel and container design and maintenance

a) Vessels used for the sea transport of animals should be designed, constructed and fitted as appropriate to the species, size and weight of the animals to be transported. Special attention should be paid to the avoidance of injury to animals through the use of secure smooth fittings free from sharp protrusions and the provision of non-slip flooring. The avoidance of injury to *animal handlers* while carrying out their responsibilities should be emphasised.

b) Vessels should be designed to permit thorough cleaning and *disinfection*, and the management of faeces and urine.

c) Vessels and their fittings should be maintained in good mechanical and structural condition.

d) Vessels should have adequate ventilation to meet variations in climate and the thermo-regulatory needs of the animal species being transported. The ventilation system should be capable of operating effectively when the vessel is stationary ~~and the air flow should be adjustable.~~ An emergency power supply should be available to maintain ventilation in the case of primary machinery breakdown.

e) The feeding and watering system should be designed to permit adequate access to feed and water appropriate to the species, size and weight of the animals, and to minimise soiling of pens.

f) Vessels should be designed so that the faeces or urine from animals on upper levels do not soil animals on lower levels, or their feed or water.

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- g) Loading and stowage of feed and bedding should be carried out in such a way to ensure protection from fire hazards, the elements and sea water
 - h) Where appropriate, suitable bedding, such as straw or sawdust, should be added to vessel floors to assist absorption of urine and faeces, provide better footing for animals and protect animals (especially young animals) from hard or rough flooring surfaces and adverse weather conditions.
 - i) The above principles apply also to containers used for the transport of animals.
5. Special provisions for transport in road vehicles on roll-on/roll-off vessels or for containers
- a) Road vehicles and containers should be equipped with a sufficient number of adequately designed, positioned and maintained securing points enabling them to be securely fastened to the vessel.
 - b) Road vehicles and containers should be secured to the ship before the start of the sea journey to prevent them being displaced by the motion of the vessel.
 - c) Vessels should have adequate ventilation to meet variations in climate and the thermo-regulatory needs of the animal species being transported, especially where the animals are transported in a secondary vehicle/container on enclosed decks.
 - d) Due to the risk of limited airflow on certain vessels' decks, a road vehicle or container may require a forced ventilation system of greater capacity than that provided by natural ventilation.
- 6) Nature and duration of the journey
- The maximum duration of a journey should be determined according to:
- a) the ability of the animals to cope with the stress of transport (such as very young, old, lactating or pregnant animals);
 - b) the animals' previous transport experience;
 - c) the likely onset of fatigue;
 - d) the need for special attention;
 - e) the need for feed and water;
 - f) the increased susceptibility to injury and disease;
 - g) space allowance and vessel design;
 - h) weather conditions.
7. Space allowance

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- a) The number of animals which should be transported on a vessel and their allocation to different pens on the vessel should be determined before loading.
 - b) The amount of space required, including headroom, depends on the species of animal and should allow the necessary thermoregulation. Each animal should be able to assume its natural position for transport (including during loading and unloading) without coming into contact with the roof or upper deck of the vessel. When animals lie down, there should be enough space for every animal to adopt a ~~comfortable~~, normal lying posture.
 - c) Calculations for the space allowance for each animal should be carried out, using the figures given in ~~these guidelines~~ Appendix XXX or, in their absence, in a relevant national or international document. The size of pens will affect the number of animals in each.
 - d) The same principles apply when animals are transported in containers.
8. Ability to observe animals ~~en-route~~ during the journey
- a) Animals should be positioned to enable them to be observed regularly and clearly by the animal handler or other responsible person, during the journey to ensure their safety and good welfare.
 - b) ~~To allow an adequate inspection of animals en-route, it should be possible for each animal to be clearly observed by the animal handler or other responsible person.~~
9. Emergency response procedures

~~Appropriate contingency plans to address emergencies should be prepared in advance.~~

There should be an emergency management plan that identifies the important adverse events that may be encountered during the journey, the procedures for managing each event and the action to be taken in an emergency. For each important event, the plan should document the actions to be undertaken and the responsibilities of all parties involved, including communications and record keeping.

Article 3.7.2.4.

Documentation

1. Animals should not be loaded until the documentation required to that point is complete.
2. The documentation accompanying the consignment should include:
 - a) journey travel plan (including an emergency management plan);
 - b) time, date and place of loading;
 - c) the journey log – a daily record of inspection and important events which includes records of morbidity and mortality and actions taken, climatic conditions, food and water consumed, medication provided, mechanical defects;
 - d) expected time, date and place of arrival and unloading;
 - e) veterinary certification, when required;

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- f) animal identification to allow traceback of individual animals to the premises of departure, and, where possible, to the premises of origin;
 - g) details of any animals considered 'at risk' (Article 3.7.2.5);
 - h) number of *animal handlers* on board, and their competencies;
 - i) stocking density estimate for each load in the consignment.
3. When veterinary certification ~~should~~ is required to accompany consignments of animals ~~and, it should~~ address:
- a) when required, cleaning and details of disinfection carried out of the vessel;
 - b) fitness of the animals to travel;
 - c) animal identification (description, number, etc.) ;
 - d) health status including any tests, treatments and vaccinations carried out, ~~if required.~~

Article 3.7.2.5.

Pre-journey period

1. General considerations

- a) Before each journey, vessels should be thoroughly cleaned and, if necessary, treated for animal and public health purposes, using chemicals approved by the *Competent Authority*. When cleaning is necessary during a journey, this should be carried out with the minimum of stress to the animals.
- b) In some circumstances, animals may require pre-journey assembly. In these circumstances, the following points should be considered:
 - i) Pre-journey rest is necessary if the welfare of animals has become poor during the collection period because of the physical environment or the social behaviour of the animals.
 - ii) For animals such as pigs which are susceptible to motion sickness, and in order to reduce urine and faeces production during the journey, a short period of feed deprivation prior to loading is desirable.
 - ii) ~~When animals will be provided with a novel diet or method of water provision during or after transport, an adequate period of pre-exposure is necessary. Preconditioning to the feed to be used on the vessel may be necessary in such cases.~~
 - iii) When animals are to be provided with a novel diet or unfamiliar methods of supplying of feed or water, they should be preconditioned.

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c) Where an *animal handler* believes that there is a significant risk of disease among the animals to be loaded or significant doubt as to their fitness to travel, the animals should be examined by a veterinarian.

d) Pre-journey assembly /holding areas should be designed to:

- i) securely contain the animals;
- ii) maintain an environment safe from hazards, including predators and disease;
- iii) protect animals from exposure to adverse weather conditions; ~~and~~
- iv) allow for maintenance of social groups; and
- v) allow for rest, watering and feeding.

2. Selection of compatible groups

Compatible groups should be selected before transport to avoid adverse animal welfare consequences. The following guidelines should be applied when assembling groups of animals:

- a) animals of different species should not be mixed unless they are judged to be compatible;
- b) animals of the same species can be mixed unless there is a significant likelihood of aggression; aggressive individuals should be segregated (recommendations for specific species are described in detail in Article 3.7.2.10.) For some species, animals from different groups should not be mixed because poor welfare occurs unless they have established a social structure;
- c) young or small animals may need to be separated from older or larger animals, with the exception of nursing mothers with young at foot;
- d) animals with horns or antlers should not be mixed with animals lacking horns or antlers, unless judged to be compatible;
- e) animals reared together should be maintained as a group; animals with a strong social bond, such as a dam and offspring, should be transported together.

3. Fitness to travel

- a) Animals should be inspected by a veterinarian or an *animal handler* to assess fitness to travel. If its fitness to travel is in doubt, the animal should be examined by a veterinarian. Animals found unfit to travel before travel and those found unfit to travel by farm staff, an *animal handler* or a veterinarian, should not be loaded onto a vessel.
- b) Humane and effective arrangements should be made by the owner or agent for the handling and care of any animal rejected as unfit to travel.

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- c) Animals that are unfit to travel include:
 - i) those that are sick, injured, weak, disabled or fatigued;
 - ii) those that are unable to stand unaided ~~and~~ or bear weight on each leg;
 - iii) those that are blind in both eyes;
 - iv) those that cannot be moved without causing them additional suffering;
 - v) newborn with an unhealed navel;
 - vi) females travelling without young which have given birth within the previous 48 hours;
 - vii) pregnant animals which would be in the final 10% of their gestation period at the planned time of unloading.
- d) Risks during transport can be reduced by selecting animals best suited to the conditions of travel and those that are acclimatised to expected weather conditions.
- e) Animals at risk, and requiring better conditions and additional attention during transport include:
 - i) very large or obese individuals;
 - ii) very young or old animals;
 - iii) excitable or aggressive animals;
 - iv) animals subject to motion sickness;
 - v) animals which have had little contact with humans;
 - vi) females in the last third of pregnancy or in heavy lactation.
- f) Hair or wool length ~~needs consideration~~ should be considered in relation to the weather conditions expected during transport.

Article 3.7.2.6.

Loading

1. Experienced Competent supervision
 - a) Loading should be carefully planned as it has the potential to be the cause of poor welfare in transported animals.
 - b) Loading should be supervised by the *Competent Authority* and ~~managed~~ conducted by ~~an~~ *animal handler(s)*. Animal handlers should ensure that animals are loaded quietly and without unnecessary noise, harassment or force, and that untrained assistants or spectators do not impede the process.

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e) ~~Ventilation during loading and the journey should provide for fresh air, and the removal of excessive heat, humidity and noxious fumes (such as ammonia and carbon monoxide). Under warm and hot conditions, ventilation should allow for the adequate convective cooling of each animal. In some instances, adequate ventilation can be achieved by increasing the space allowance for animals.~~

2. Facilities

- a) The facilities for loading including the collecting area at the wharf, races and loading ramps should be designed and constructed to take into account of the needs and abilities of the animals with regard to dimensions, slopes, surfaces, absence of sharp projections, flooring, sides, etc.
- b) Ventilation during loading and the journey should provide for fresh air, and the removal of excessive heat, humidity and noxious fumes (such as ammonia and carbon monoxide). Under warm and hot conditions, ventilation should allow for the adequate convective cooling of each animal. In some instances, adequate ventilation can be achieved by increasing the space allowance for animals.
- c) All Loading facilities should be properly illuminated to allow the animals to be easily inspected by the *animal handler*(s), and to allow the animals' ease of movement at all times. Facilities should provide uniform lighting light levels directly over approaches to sorting pens, chutes, loading ramps, with brighter lighting light levels inside *vehicles / containers*, in order to minimise baulking. Dim lighting light levels may be advantageous for the catching of some animals. Artificial lightening may be required.

3. Goads and other aids

The following principles should apply:

- a) ~~Goads (aids for encouraging animals to move) should not be used on~~ Animals that have little or no room to move should not be subjected to physical force or goads and other aids which compel movement.
- b) Useful and permitted goads include panels, flags, plastic paddles, flappers (a length of cane with a short strap of leather or canvas attached), plastic bags and metallic rattles; they should be used in a manner sufficient to encourage and direct movement of the animals ~~but without physical contact with them.~~
- c) Painful procedures (including whipping, tail twisting, use of nose twitches, pressure on eyes, ears or external genitalia), or the use of unsuitable goads or other aids (including sticks with sharp ends, lengths of metal piping, fencing wire or heavy leather belts), should not be used to move animals.
- e) ~~Unsuitable goads such as large wooden sticks, sticks with sharp ends, lengths of metal piping, fencing wire or heavy leather belts should not be used to strike animals.~~

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- d) The use of goads which administer electric shocks should be discouraged, and restricted to that necessary to assist movement of the animal. ~~If Such use is necessary, it should be limited to battery-powered goads on~~ the hindquarters of pigs and large ruminants, and never on sensitive areas such as the eyes, mouth, ears, anogenital region or belly. Such instruments should not be used on horses, sheep and goats of any age, or on calves or piglets.
- e) Shouting or yelling at animals or making loud noises eg through the cracking of whips to encourage them to move should not occur, as such actions may make the animals agitated, leading to crowding or falling.
- f) The use of well trained dogs to help with the *loading* of some species may be acceptable.
- g) Manual lifting is permissible for young animals that may have difficulty negotiating ramps, but the lifting of animals by body parts such as their tail, head, horns, ears, limbs, wool or hair should not be permitted. The throwing or dropping of animals should not be permitted.

Article 3.7.2.7.

Travel

1. General considerations

- a) Animal handler(s) should check the consignment immediately before departure to ensure that the animals have been loaded according to the load plan. Each consignment should be checked again within ~~24~~ 12 hours.
- b) Adjustments should be made to the stocking density ~~within 48 hours of departure and~~ as appropriate during the journey.
- c) Each pen of animals should be observed on a daily basis for normal behaviour, health and welfare, and the correct operation of ventilation, watering and feeding systems. There should also be a night patrol. Any necessary corrective action should be undertaken promptly.
- d) Adequate access to suitable feed and water should be ensured for all animals in each pen.

2. Sick and injured animals

- a) Sick and ~~or~~ injured animals should be segregated/~~isolated~~ if possible.
- b) Sick ~~or~~ and injured animals should be appropriately treated ~~promptly and or humanely killed, in accordance with a predetermined emergency response plan (Article 3.7.2.3).~~ and Veterinary advice should be sought if necessary. All drugs and products should be used in accordance with the manufacturer's or veterinarian's recommendations.
- e) ~~A record of treatments carried out and their outcomes should be kept.~~

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d) When euthanasia is necessary, the person responsible for the animals must ensure that it is carried out humanely, ~~and results in immediate death. When necessary.~~ Assistance should be sought from a veterinarian or other person(s) competent in euthanasia procedures. Recommendations for specific species are described in Appendix 3.7.6. on humane killing of animals for disease control purposes.

3. Cleaning and disinfection

- a) ~~Vessels and containers used to carry the animals should be cleaned before re-use through the physical removal of manure and bedding by scraping, washing and flushing vessels and containers with water. This should be followed by disinfection when there are concerns about disease transmission.~~
- b) ~~Manure, litter and bedding should be disposed of in such a way as to prevent the transmission of disease and in compliance with all relevant health and environmental legislation.~~
- e) ~~Where cleaning or disinfection is necessary during travel, it should be carried out with the minimum stress to the animals.~~

Article 3.7.2.8.

Unloading and post-journey handling

1. General considerations

- a) The required facilities and the principles of animal handling detailed in Article 3.7.2.6. apply equally to unloading, but consideration should be given to the likelihood that the animals will be fatigued.
- b) Unloading should be carefully planned as it has the potential to be the cause of poor welfare in transported animals.
- c) A livestock vessel should have priority attention when arriving in port and have priority access to a berth with suitable unloading facilities. As soon as possible after the ship's arrival at the port and acceptance of the consignment by the *Competent Authority*, animals should be unloaded into appropriate facilities.
- d) The accompanying veterinary certificate and other documents should meet the requirements of the *importing country*. Veterinary inspections should be completed as quickly as possible.
- e) Unloading should be supervised by the *Competent Authority* and ~~managed~~ conducted by an ~~competent~~ animal handler(s). The *animal handlers* should ensure that animals are unloaded as soon as possible after arrival but sufficient time should be allowed for unloading to proceed quietly and without unnecessary noise, harassment or force, and that untrained assistants or spectators do not impede the process.

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2. Facilities

- a) The facilities for unloading including the collecting area at the wharf, races and unloading ramps should be designed and constructed to take into account of the needs and abilities of the animals with regard to dimensions, slopes, surfaces, absence of sharp projections, flooring, sides, etc.
- b) All unloading facilities should ~~be properly illuminated~~ have sufficient lighting to allow the animals to be easily inspected by the *animal handler(s)*, and to allow the animals' ease of movement at all times.
- c) ~~In case of emergencies,~~ Port facilities should provide animals with appropriate care and comfort, adequate space, access to quality feed and clean drinking water, and shelter from extreme weather conditions.

3. Sick and injured animals

- a) An animal that has become sick, injured or disabled during a journey should be appropriately treated or humanely killed (see Appendix 3.7.6.). When necessary, veterinary advice should be sought in the care and treatment of these animals.
- b) In some cases, where animals are non-ambulatory due to fatigue, injury or sickness, it may be in the best welfare interests of the animal to be treated or euthanased aboard the vessel.
- c) If unloading is in the best welfare interests of animals that are fatigued, injured or sick, there should be appropriate facilities and equipment for the humane unloading of such animals. These animals should be unloaded in a manner that causes the least amount of suffering. After unloading, separate pens and other appropriate facilities and treatments should be provided for sick or injured animals.

4. Cleaning and disinfection

- a) Vessels and containers used to carry the animals should be cleaned before re-use through the physical removal of manure and bedding, by scraping, washing and flushing vessels and containers with water until visibly clean. This should be followed by disinfection when there are concerns about disease transmission.
- b) Manure, litter and bedding should be disposed of in such a way as to prevent the transmission of disease and in compliance with all relevant health and environmental legislation.
- c) Where cleaning or *disinfestation* is necessary during travel, it should be carried out with the minimum of stress to the animals.

Article 3.7.2.9.

Actions in the event of a refusal to allow the importation of a shipment

- 1. The welfare of the animals should be the first consideration in the event of a refusal to import.

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2. When ~~a shipment has~~ animals have been refused import, the *Competent Authority* of that country should make available suitable isolation facilities to allow the unloading of animals from a vessel and their secure holding, without posing a risk to the health of the national herd, pending resolution of the situation. In this situation, the priorities should be:
- a) the *Competent Authority* of the *importing country* should provide urgently in writing the reasons for the refusal;
 - b) in the event of a refusal for animal health reasons, the *Competent Authority* of the *importing country* should provide urgent access to an OIE-appointed veterinarian(s) to assess the animals' health status with regard to the *importing country's* concerns, and the necessary facilities and approvals to expedite the required diagnostic testing;
 - c) the *Competent Authority* of the *importing country* should provide access to allow continued assessment of the ongoing health and welfare situation;
 - d) if the matter cannot be promptly resolved, the *Competent Authority* of the *exporting* and *importing countries* should call on the OIE to mediate.
3. In the event that the animals are required to remain on the *vessel*, the priorities should be:
- a) the *Competent Authority* of the *importing country* should allow reprovision of the vessel with water and feed as necessary;
 - b) the *Competent Authority* of the *importing country* should provide urgently in writing the reasons for the refusal;
 - c) in the event of a refusal for animal health reasons, the *Competent Authority* of the *importing country* should provide urgent access to an OIE-appointed veterinarian(s) to assess the animals' health status with regard to the *importing country's* concerns, and the necessary facilities and approvals to expedite the required diagnostic testing;
 - d) the *Competent Authority* of the *importing country* should provide access to allow continued assessment of the ongoing health and ~~welfare situation~~ other aspects of the welfare of the animals, and the necessary actions to deal with any issues which arise;
 - e) if the matter cannot be urgently resolved, the *Competent Authorities* of the *exporting* and *importing countries* should call on the OIE to mediate.
4. The OIE should utilise its dispute settlement mechanism to identify a mutually agreed solution which will address the animal health and welfare issues in a timely manner.

Article 3.7.2.10.

Species specific issues

Cattle are sociable animals and may become agitated if they are singled out. Social order is usually established at about two years of age. When groups are mixed, social order has to be re-established and aggression may occur until a new order is established. Crowding of cattle may also increase aggression as the animals try to maintain personal space. Social behaviour varies with age, breed and sex; *Bos indicus* and *B. indicus*-cross animals are usually more temperamental than European breeds. Young bulls, when moved in groups, show a degree of playfulness (pushing and shoving) but become more aggressive and territorial with age. Adult bulls have a minimum personal space of six square metres. Cows with young calves can be very protective, and handling calves in the presence of their mothers can be dangerous.

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Goats should be handled calmly and are more easily led or driven than if they are excited. When goats are moved, their gregarious tendencies should be exploited. Activities which frighten, injure or cause agitation to animals should be avoided. Bullying is particularly serious in goats. Housing strange goats together could result in fatalities, either through physical violence, or subordinate goats being refused access to food and water.

Sheep are sociable animals with good eyesight and tend to “flock together”, especially when they are agitated. They should be handled calmly and their tendency to follow each other should be exploited when they are being moved. Sheep may become agitated if they are singled out for attention and will strive to rejoin the group. Activities which frighten, injure or cause agitation to sheep should be avoided. They can negotiate steep ramps.

Pigs have poor eyesight, and may move reluctantly in strange surroundings. They benefit from well lit loading bays. Since they negotiate ramps with difficulty, these should be as level as possible and provided with secure footholds. Ideally, a hydraulic lift should be used for greater heights. Pigs also negotiate steps with difficulty. A good ‘rule-of-thumb’ is that no step should be higher than the pig’s front knee. Serious aggression may result if unfamiliar animals are mixed. Pigs are highly susceptible to heat stress.

Horses in this context include all solipeds, donkeys, mules, hinnies and zebra. They have good eyesight and a very wide angle of vision. They may have a history of loading resulting in good or bad experiences. Good training should result in easier loading, but some horses can prove difficult, especially if they are inexperienced or have associated loading with poor transport conditions. In these circumstances, two experienced handlers can load an animal by linking arms or using a strop below its rump. Blindfolding may even be considered. Ramps should be as shallow as possible. Steps are not usually a problem when horses mount a ramp, but they tend to jump a step when descending, so steps should be as low as possible. Horses benefit from being individually stalled, but may be transported in compatible groups. When horses are to travel in groups, their shoes should be removed.

Camelids in this context comprise llamas, alpacas, guanaco and vicuna. They have good eyesight and, like sheep, can negotiate steep slopes, though ramps should be as shallow as possible. They load most easily in a bunch as a single animal will strive to rejoin the others. Whilst they are usually docile, they have an unnerving habit of spitting in self-defence. During transport, they usually lie down. They frequently extend their front legs forward when lying, so gaps below partitions should be high enough so that their legs are not trapped when the animals rise.